

CHIPPING BARNET RESIDENTS FORUM
BARNET HOUSE, 1255 HIGH ROAD, WHETSTONE, N20 0EJ
TUESDAY, 25 JUNE 2013, 6.00PM

Chairman: Councillor Kate Salinger
Vice-Chairman: Councillor Barry Evangeli

ISSUES TO BE CONSIDERED AT THE FORUM MEETING

	Issue Raised	Response
1.	<p><u>Parking Associated with Whitings Hill School, Whitings Road, Barnet, EN5 2QY</u></p> <p>This is a matter that has been reported over the past some two-and-a-half years with dozens of emails and phone-calls to Barnet Council, First Contact, Parking Dept at Barnet, the Parking Contractors NSL and to the local police and with one email to an Underhill Ward Councillor some five weeks ago.</p> <p>There has been no improvement in a chaotic situation which effects Whitings Road, Nupton Drive and Greenland Road where...</p> <ol style="list-style-type: none"> 1. Drivers are stopping or parking on the yellow School Keep Clear road markings during restriction hours. 2. Cars are parking on the junctions of Whitings Road/Nupton Drive and Nupton Drive/Greenland Road, obscuring the junctions and making it hazardous for other road users. 3. Cars are parking off-road on the green verges outside the pedestrian entrance to the Whitings Hill Open Space and on the verges of Nupton Drive and Greenland Road. As well the obstruction to pedestrians, the verges have 	<p><u>Response to questions 1 to 5</u></p> <p>The concerns raised can largely be addressed by ensuring that there is regular and adequate enforcement carried out in the area both on the carriageway and verges. This would entail not only regular visits to the area during the pick up and drop off periods but also that the CEOs are seen to be a visual deterrent in the first instance for drivers arriving in to the area as opposed to a reactive enforcement after the contraventions have taken place.</p> <p>To this end our Parking Section has been requested to increase visibility and review arrival times with a view to deterring or penalising potential or actual contraventions. Officers of the Traffic and Development Section will also review the area to review existing and potential waiting restrictions.</p>

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<p>become a muddy, rutted and unsightly mess.</p> <p>4. Cars are obstructing public dropped kerbs at the junctions.</p> <p>5. Cars are stopping or parking in front of private dropped kerbs, including my own one. I have lost count of the number of times I have not been able to get our cars on or off our drive, been delayed in going about my business or had to insist that drivers move their cars. On two occasions I have had to call the local police when drivers refused to move. On several other occasions I have had to phone NSL.</p> <p>6. There is a Condition attached to the Planning Permission to expand the school that there would be Reviews of the School Travel Plan which would allow input from neighbours. To my knowledge no such Reviews have taken place and are overdue.</p> <p><i>(George Tranda)</i></p>	<p><u>Response to Question 6 - The planning condition states:</u></p> <p>7 One month prior to first occupation of the new school buildings a revised School Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The documents shall set out the school's</p> <p>transport policy to incorporate measures to reduce trips to school by the private car and encourage non car modes such as walking, cycling and public transport. Details of the start and finish times for pupils shall also be incorporated in order to minimise conflict on the local highways network. The scheme as submitted shall be approved in writing by the local planning authority and the use shall be carried out in accordance with the School Travel Plan as approved.</p> <p>The School Travel Plan should include the appointment of a School Travel Plan Coordinator, measurable targets and a clear action plan for implementing any measures. The School Travel Plan should be reviewed annually in accordance with the targets set out in the Plan</p> <p>Reason: To encourage the use of sustainable forms of transport to the site in accordance with policies GSD and GNon Car of the London Borough of Barnet Adopted Unitary Development Plan 2006.</p>

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		<p>Whitings Hill School submitted an updated full School Travel Plan (STP) in September 2009 that ran from September 2009 to September 2010. This was then reviewed in the Autumn Term of 2010 and a STP review submitted that ran from January 2011 to April 2012. The school have recently submitted another updated STP review which will be in operation between April 13 to March 2014.</p> <p>Under the current Transport for London STP criteria STP reviews do not require for neighbours to be consulted unless the school is applying for the highest level of TfL STP accreditation. The TfL STAR (Sustainable Travel Accredited and Recognised) accreditation award scheme recognises the work schools do towards reducing car use for travelling to and from school and the promotion of walking, cycling and public transport. To achieve the STAR awards schools have to provide evidence for a wide range of sustainable travel criteria. At the highest level (Outstanding Level – Gold) schools need to demonstrate that residents and neighbours are aware of the school's plans to promote more safe and active travel.</p> <p>Whitings Hill School are hoping to submit a STAR application for Higher Standards level (silver) in the next few weeks which does not require consultation with neighbours but does demonstrate their commitment to promoting more sustainable forms of travel.</p>
2.	<p><u>Horsham Avenue N12</u></p> <p>I would like to ask the forum whether there are any traffic calming plans for the slip road at the bottom of Horsham Avenue N12. I have witnessed several accidents and I know there have been more than have been officially reported. It is only a matter of time before there will be a fatality. Adults and children rush out of the local shops to the bus stop opposite Bargain Booze into the path of cars using the slip road as a short cut.</p> <p><i>(Ms Jean Waitt)</i></p>	<p>Officers have met with local ward councillor, Safer neighbourhood Team and business representatives at the location and are in the midst of considering options for the slip road that runs past Bobby's newsagents any proposals that may be circulated during consultation are likely to include traffic calming measures, one-way and possible changes to parking arrangements</p>

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3.	<p><u>Walksafe N10</u> A petition from the Walk Safe N10 campaign which is campaigning for a 20 mph zone to be adopted around local primary schools in N10. <i>(Sarah Perman)</i></p>	<p>Issues linked with travel to and from schools are investigated via the School Travel Plan process whereby issues and concerns about travelling to school which may be barriers to the school community travelling more sustainably are recorded in the school's Travel Plan and collated by the Council. Where funding is available the issues identified in the School Travel Plans are prioritised and those at the top of the priority list are investigated and where possible potential engineering measures identified and consulted on. Officers have met with the WalkSafeN10 group so that the issues could be discussed and the processes the group need to follow explained.</p> <p>Currently, there is not yet a general policy consideration in Barnet of introducing a blanket '20mph' zone or speed limit 'outside schools'. However this does not preclude the consideration of 20mph speed limits if justified in a particular location.</p> <p>However, similar to previous requests for road safety improvements elsewhere in the borough officers look forward to working with Walksafe N10 to see what options can be explored.</p>
4.	<p><u>Walksafe N14</u> Petition to ensure greater pedestrian safety in the Osidge area of Barnet along the route of Hampden Way, Chase Way, Arlington Road, Cecil Road and Burleigh Gardens N14. <i>(Ms O'Riordan)</i></p>	<p>We look forward to hearing the group's concerns and working closely with them to see what can be achieved as we have with other Walksafe initiative groups.</p>
5.	<p>Please can tell me about the Council's community engagement strategy and how it is being used to identify and address local community tensions especially in light of the arson attack at the Somali community centre. <i>(John Dix)</i></p>	<p>In response to the recent incident at the Somali community centre the Council worked closely with the local police and community partners to respond quickly to the incident.</p> <p>The Council has close links with local community groups and will continue to</p>

		<p>develop these relationships. Following the incident at the Somali community centre the Council has arranged a meeting with Community and Faith groups to strengthen the links between partners and build on the engagement work already ongoing to ensure community tensions are monitored, recorded and acted upon in a timely way to prevent exacerbation of incidents.</p> <p>This operational approach will be backed up by the Community Cohesion Strategy which will be led by the Commissioning Unit.</p>
6.	<p><u>Double yellow line “At any time” parking restrictions at road junctions.</u></p> <ol style="list-style-type: none"> 1. What is the Council’s policy on the provision of double yellow lines “At any time” parking restrictions on junction corners? 2. Where Monday to Friday “poison hour” parking restrictions are in force at the corners of road junctions, does this imply that parking on the corners is permitted at other times? 3. How might the “poison hour” restriction implications affect a prospective prosecution for obstruction where a vehicle has been parked on a corner outside the “poison hours”? <p><i>(Robert Newton)</i></p>	<ol style="list-style-type: none"> 1. The provision of waiting restrictions is considered on a site specific basis to ensure their appropriateness and effectiveness. Accordingly some areas may warrant only limited time periods of restriction – single yellow line; others may justify consideration of double yellow line ‘At any time’ waiting restrictions meaning that waiting of vehicles is prohibited at all times. Loading or unloading would be permitted for periods up to 40 minutes on these yellow lines whether single or double unless additional loading restrictions were also in effect. In site specific circumstances it is now usual that “ At any time” waiting restrictions would be applied if restrictions are considered necessary. Where restrictions have been introduced on an area wide basis as part of a CPZ, historically single yellow lines may have been applied on most junctions operating for the CPZ times. However, it is now usual practice under the circumstances to usually apply “At any time” waiting restrictions also. 2. The restrictions would prohibit parking during the effective hours of operation and any vehicle parked in contravention would be liable to receive a PCN. However, irrespective of whether the yellow line is in operation or not other rules and regulations still apply eg. obstructive parking and parking across dropped kerbs or parking within a certain distance of a junction that can still be enforced against. However, the inference is acknowledged which is why newer schemes tend to follow the approach in 1. above. 3. There are arguments put forward that the cessation of restrictions then allows a vehicle to park but bearing in mind the comments above, especially in point 2. the onus is on the motorist to ensure that is appropriate to leave a vehicle at any given location taking into account all highway rules and on occasion prevailing conditions.

7.	<p><u>Junction of Holden Road and Guildown Avenue, N12 (Totteridge Ward)</u></p> <p>What progress has been made in responding to the request to introduce double yellow line "At any time" parking restrictions at the junction of Holden Road and Guildown Avenue in place of the current "Monday to Friday 2 p.m. to 3 p.m." single yellow line restriction? (see letter dated 16 April 2012 from Paul Edmund-Clarke under reference H/PDT/PEC). (Robert Newton)</p>	<p>On the 20th April 2012 Officers carried out an assessment at the location taking into account amongst other things road layout, traffic flow and accident history. In addition Officers checked Personal Injury Accident(PIA) records, of which none have been recorded. A check of the most recently available data up to February of this year also shows no PIAs .</p> <p>During the site assessment Officers noted no undue cause for concern at the junction and as such have no plans to introduce new existing restrictions at the junction of Holden Road and Guildown Avenue N12.</p>
8.	Changes to Waste Services from 14 October 2013	Presentation by Lynn Bishop (Streetscene Director)
9.	Questionnaire on Resident's Forums	At the Constitution, Ethics and Probity Committee meeting on 10 April 2013 it was agreed that as part of the review of the Constitution in 2013/14 that residents be asked for their views on proposals relating to Area Sub-Committees and Forums. Proposals will be brought back to the Constitution, Ethics and Probity Committee on 8 July.

Contact: Maria Lugangira, Business Governance Service, Assurance Group, Building 2, Oakleigh Road South, London N11 1NP. Email: chippingbarnet.residentsforum@barnet.gov.uk

Items must be emailed to chippingbarnet.residentsforum@barnet.gov.uk by 10am on the second working day prior to the meeting

Future meeting dates:

Date	Venue
Tuesday, 22 October 2013	Barnet House, 1255 High Road, Whetstone, N20 0EJ
Wednesday, 15 January 2014	Barnet House, 1255 High Road, Whetstone, N20 0EJ
Wednesday, 22 March 2014	Barnet House, 1255 High Road, Whetstone, N20 0EJ